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THE HISTORY OF LAND SUBDIVISION DEVELOPMENT IN
PRINCE GEORGE'S COUNTY, MARYLAND ADJACENT TO THE NATIONAL CAPITAL

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SUMMARY OF THESIS

There was in Prince George's County no real land subdivision development until the early eighties. At that time numerous speculators and real estate men came into the territory adjacent to the National Capital and bought and subdivided hundreds of acres of land.

The earliest subdivisions were generally located near a railroad, street car line, or some important highway, the most important examples of this being Hyattsville, Riverdale, Berwyn, and College Park. A short time later there were a number of subdivisions such as Mount Rainier and Capital Heights that were formed close to the District of Columbia on large highways. The next and last major set of subdivisions were started during or just after the World War and boomed just before the present depression. Important ones included in this group are University Park, Colmar Manor, and Cheverly. The writer has not attempted to take up every subdivision in every detail but has tried to give a short history of each of the major subdivisions.

There have been passed since the advent of land subdivision development a number of laws regulating it. Most important among these have been the acts providing for the Washington Suburban Sanitary Commission and the Maryland National Capital Park and Planning Commission. These laws strictly regulate the subdivision of land at the present time.

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THE HISTORY OF LAND SUBDIVISION DEVELOPMENT IN
PRINCE GEORGE'S COUNTY, MARYLAND ADJACENT TO THE NATIONAL CAPITAL

Originally the Province of Maryland was a tract of land granted to Lord Calvert by King Charles of England. Being in desperate need of men for military purposes Lord Calvert gave away acreage to soldiers or settlers in return for which they gave three years military service. In this way the land was patented out to many prospective settlers who established a great number of huge plantations. These were then resubdivided many times among the heirs. Most of Prince George's County had continued until land subdivision development to come down through the Calvert family. When in 1792 George Washington decided on the present site for our National Capital, practically no land subdivision development was taking place in Prince George's County.

Bladensburg, the oldest town in Prince George's County, was at that time the only town of any consequence adjacent to the National Capital. The whole tract of Bladensburg was resurveyed in 1775 by John Priggs, then Deputy County Surveyor. Since that time there have been many small resubdivisions but, with the exception of the survey made by the Washington Suburban Sanitary Commission a few years ago, none as extensive as that of John Priggs. His surveys and the ones following have so altered the lot formation that it does not conform to the original lay-out at all. Even at the present time, quoting Mr. Edward Latimer, Prince George's County Surveyor, there is not in existence today a correct plat of Bladensburg. Although, up to approximately 1900 Bladensburg

was still the center from which mail was distributed for miles around, it may safely be said that for the last seventy-five years that Bladensburg has remained practically the same with respect to land subdivision development.

Up until the early eighties when Bladensburg was flourishing there had been no real demand for development. About 1880, however, numerous real estate speculators began coming into Prince Georges' County and began buying up hundreds of acres of land. These were generally subdivided into lots 50'x150' but the majority of the plats were laid out on paper and not in the field. Thus the plats were so meager with information that a man's property could not be located. An accuracy of one in one hundred was generally maintained.

Subdivision development in its early stages generally followed the Baltimore and Ohio Railroad but later has built up around the highways leading out of Washington. The major developments that have taken place in Prince George's County will now be taken up as nearly as possible in chronological order.

HYATTSVILLE

The site of Hyattsville was originally a part of the Calvert estate but about 1860 when the first semblance of a town sprang up, the area now occupied by the town was already divided up into a great number of different tracts. Main among these were; the Palestine Farm, that section east of the railroad around where Bowen's Lumber Yard now stands; the Bryant Farm, now the main part of Hyattsville; and, the Hyatt Farm on which the southern

portion of the town now stands.

The Hyatt family, after whom Hyattsville was named, came originally from Bladensburg. Christopher Clark Hyatt, Sr. owned, as quoted by Samuel Hyatt, a descendant of the Hyatt family, a tract of land of five hundred acres much of which is now in Hyattsville. During the Civil War there were no homes on this estate, except slave quarters and the Hyatt mansion, now standing on Rhode Island Avenue near Johnson Avenue. C. C. Hyatt built this mansion and granted the Baltimore and Ohio Railroad the right of way through his property provided they would erect the station in its present location. Mr. Hyatt was at the time of the Civil War the owner of a great number of slaves. These slaves furnished a lot of labor in the building of the Baltimore and Ohio Railroad between Hyattsville and Washington. After the Civil War and the emancipation of slaves he was virtually bankrupt apart from the land he owned. It was about this time that he opened a brick store where Dickey Brothers have their present location. Around this store and station began growing a small town. This town was at first called Bladensburg Railroad Station but, as the people of both Highlands and Bladensburg objected, the town was named Hyattsville after the Hyatt family.

The first part of Hyattsville ever really developed was a section known as Cottage Row. This was located on Cottage Road, a short street located about two blocks east of the Baltimore and Ohio station at Hyattsville and running from and at right angles to the Washington-Baltimore Boulevard across to Rhode Island Avenue. Since that time, Hyattsville has spread steadily to the

northward on both sides of the Washington-Baltimore Boulevard by the addition of a great number of both large and small subdivisions.

The major subdivision developed in Hyattsville was that recorded in 1882 as Johnson and Wine's first addition to Hyattsville. The territory that Johnson and Wine developed was, before they purchased it, the Joseph Bryant Farm and extended from Johnson Avenue north to Riverdale and from the Washington-Baltimore Boulevard west almost to New Cut Road, including an area of approximately two hundred acres. The earliest developed street in Hyattsville was Johnson Avenue, it being named after its developer, Johnson. This street is narrow and is characteristic of the streets of Hyattsville. During the administration of Mr. W. P. Magruder, then third mayor of Hyattsville, Johnson Avenue also became the first improved street in Hyattsville. Wine Avenue, now the most highly developed street in Hyattsville, was named after the developer, Wine. This section, Johnson and Wine's first addition, has, ever since its earliest development, been the main business section of Hyattsville and is still so today.

There have been since 1882 a great number of less important additions made. Amongst these are: Register' Addition, that triangular parcel of land bordered by the Baltimore and Ohio Railroad, the Washington-Baltimore Boulevard, and the town of Riverdale; the Palestine Farm, that section east of the railroad; and, Northwest Hyattsville. Since Johnson and Wine's first addition there have been recorded twenty-seven new subdivisions or resubdivisions.

There never has been such a thing as a real estate boom in Hyattsville and consequently there have been so many different tracts of land laid out in so many different ways that, the present street lay-out of Hyattsville is, undoubtedly, very poor. One glaring fault of the Hyattsville lay-out is the great number of varying widths, cul-de-sac streets. For example, the four main streets in Hyattsville running perpendicularly to the Washington-Baltimore Boulevard, are all cul-de-sac streets. Also the major portion of the streets in Hyattsville do not run parallel to each other, especially those running north and south. These two faults have caused the Washington Suburban Sanitary Commission considerable trouble in laying water and sewer mains and the taxpayers have thus suffered very great losses.

During the past ten or fifteen years Hyattsville has been annexing either by request of the people concerned or by referendum vote several small sections of adjacent territory. Notable amongst these are; a section on the northwest side of the town, formerly in the town of Riverdale; and, several small subdivisions on the south adjacent to the Eastern Branch of the Anacostia River.

HYATTSVILLE HILLS

The tract now known as Hyattsville Hills was formerly owned by the Calverts and then after a space of some time by John B. Brown. Next this came down to a Washingtonian named J. B. Bryan who sold it to Messrs. Johnson and Wine. They sub-

divided it as an addition to Hyattsville but did not develop it to any extent. Later, O. B. Zantzinger, a resident of Hyattsville, bought a half interest upon the death of Johnson. Apparently, the heirs of the Wine estate could not come to a definite agreement as to the value of the remaining half of their interest and there was really no activity for the ensuing ten or fifteen years. Eventually, Mr. Zantzinger got possession of the entire subdivision and started the real development by selling lots on the easy payment plan of a dollar down and a dollar a month. In order to advance the quick growth of this subdivision, Mr. Zantzinger helped to finance the construction of homes on lots purchased from him through banking institutions in Washington and Baltimore. The section nearest the old part of Hyattsville is characterized by a high type of residence but the development further west is characterized by the small, low cost homes.

The lay-out of Hyattsville Hills was, up to the time of the Washington Suburban Sanitary Commission, characteristically checker-board, but was changed by the Commission to more suitably fit the natural drainage lines.

RIVERDALE

Riverdale now occupies the territory which was, before it was taken over by the Riverdale Realty Corporation, known as lot No. 4 of the Calvert estate. The land was developed and subdivided under the laws of New York State by the Riverdale Park Company, a New York stock corporation. The first manager of the Riverdale Park Company was J. P. Blundon who contributed much to the early success of the venture.

Riverdale was resubdivided in 1904 by Niart Rogers and now contains seventy-two blocks or an area of approximately three hundred acres. This subdivision was from the first very well laid out, containing three parts and having wide streets, but one thing that is very noticable is that on the plats of the town there is a great deal of information, especially the depth and directions of lot lines, missing. This has lead to a great number of unnecessary controversies.

Riverdale progressed very slowly up to the time of the World War but was built up very rapidly in the next five years. It was not until 1920 that the town was incorporated and Samuel McMillan was elected first mayor.

The Riverdale Park Company continued in active operation until 1934 when most of the lots were either developed or sold, and at that time three trustees were appointed to liquidate the remaining property and cancel the charter of the Corporation.

EAST RIVERDALE, RIVERDALE HEIGHTS, RIVERDALE HILLS

The towns of Riverdale Heights and Riverdale Hills, adjoining the incorporated town of Riverdale from the Eastern Branch of the Anacostia River as a boundary line, were formerly known as East Riverdale and before that were designated as the Columbia tract.

Part of this property from the Branch to Edmonston

Road, namely along the old Riverdale Road, now known as Jefferson Avenue was developed by Walter R. Wilson during the years of 1905-1925. He obtained the property partly through each of the Browning and Benjamin J. Stephens estate. The tract adjoining Edmonston Road to the north of Jefferson Avenue was subdivided by Messrs. Magruder, Stephens, and Wells and is known as the Gretta Addition to Riverdale. This also was a part of the old Benjamin J. Stephens estate. On the east side of Edmonston Road and adjoining the Browning property was a seventy acre tract formerly the old homestead of Benjamin J. Stephens who sold it to the developers of Riverdale Heights and Riverdale Hills. This property had been in the Stephens' family for more than one hundred years.

The method of developing both these additions to Riverdale was along the line of very moderately priced homes, there not being any restriction in deeds as to the cost of dwellings, and consequently a large number of them are of four rooms or less.

COLLEGE PARK

College Park was originally in the name of George Calvert who owned a tract of fifteen hundred acres which he called Riversdale. College Park is lot No. 5 of the division of that estate. This land was given to Charles B. Calvert in the division of the estate of George Calvert in an equity case which was settled^d in the Orphans Court. It came then through

the hands of Ella Campbell, originally a Calvert, as her part in the estate and finally after some time it came down to a man named Johnson. The present Sigma Phi Sigma house of Maryland University was then the Johnson farm house.

In 1889 extensive studies were made for the subdivision of the land and the original proposal was to call it College Lawn. It went through a great number of transitions, street lay-outs, and designs, until in 1890 Johnson and ^CGurridons Subdivision of College Park was made by J. R. H. Deakins. There have been since that time several people that have purchased several blocks and have resubdivided them. Ashford and Kelly resubdivided several blocks locating several thirty foot streets, cutting original 50'x200' lots up into lots 25'x100', 35'x100', and 25'x92.5'. In one or two places minor subdivisions have been made by turning the positions of lots and changing the frontages. There are no traces of the original surveys left on the ground, no definite street lines, and in general no information to accurately tie the subdivisions down. The best available alignment of streets had at the time was the fact that trees on College Avenue were originally 37.5' on centers. The general characteristics of the subdivisions at College Park are the square blocks and the laying-out of the subdivision on paper but not on the ground.

^{etc} Elmer Powers' addition to College Park was a part of lot No. 4 of the George Calvert estate and came down to Elmer ^{or}Powers through Fanny B. Calvert in 1920. It was originally

known as Fanny Calvert's Addition to College Park and was enrolled in 1909. It was superseded in 1920 and became known as Elmore Powers' Addition to College Park. This was revised in the north end, several streets and lots were shifted in alignment before the addition was made. This tract has developed very quickly in the last fifteen years and has become a prominent section of College Park.

The College Park Corporations' Subdivision is built on the tract of land formerly known as lot No. 3 of the George Calvert estate. After the Calvert estate was broken up this tract came into the hands of the Ramona Land Company. They held it for a long time, whence it was in 1924 purchased by the Calvert Manor Realty Company which began this development. When the major financier of this Company passed away the Calvert Manor Realty Company sold this tract to the College Park Corporation who continued the development of about fifty acres of it. One of the chief developers of this land at present, is Harry C. Byrd of the University of Maryland.

Kropps and Easts' Subdivision in 1890 was developed on the area east of the Baltimore and Ohio Railroad where the aviation field now stands. This area was subdivided into some sixteen hundred lots 25'x100' and a great many of the sales were made through advertisements in newspapers. At the present time there are only two houses on the whole tract. There are very few cases where any two adjacent lots are owned by the same person.

College Heights- This is a very late development and was begun in 1914 by Mr. Harry Sheppard. Although small, it is at the present time growing very rapidly, the majority of the people residing there being connected with the University of Maryland.

BERWYN

A large part of the present town of Berwyn was before subdivided owned by the old Bewley family. They were born in England and emigrated to New Zealand. After being there for a number of years they came from New Zealand to the United States, landing at San Francisco, and thence came clear across continent to settle in Berwyn. According to Dr. A. O. Etienne M. D., of Berwyn, the Bewleys paid \$10500 cash in gold for the property consideration they received.

The original Berwyn was built on the east side of the Baltimore and Ohio Railroad by a corporation known as the Charlton Heights Improvement Company, formed mostly of Virginians and Washingtonians. The president of this Company was Peter Charlton, then also president of the Havenner Baking Company, and the subdivision was named Charlton Heights in his honor. There was built by this Company for the purpose of solicitation of business a railroad station. This subdivision developed in a furor in the eighties

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but during the panic of 1892 the progress very suddenly dropped off. This was due to the fact that the administration changed and all the government employees residing there left. From 1896 on, the healthy growth of Berwyn began. At this time there were existing two main subdivisions, Berwyn Heights, formerly Charlton Heights, and Central Heights, a subdivision developed principally by a Washingtonian, Thomas Shannabrooke, and consequently this caused considerable confusion for the Post Office Department who requested that a name be selected for the town. The residents could come to no decision so the Post Office Department finally decided that they would name it themselves. Hence, the name Berwyn for the town.

Immediately after the panic several real estate men came into Berwyn and continued the development of a number of small adjoining tracts. Conspicuous among these were Mr. Frank Middleton, Mr. W. S. Speare, Mr. W. Donaldson, Mr. Kelley and Mr. Edward Daniells. Much credit is due to Mr. Edward Daniells for the development of Daniells' Park, Daniells' Addition to Berwyn, and Autoville.

MOUNT RAINIER

The territory now known as Mount Rainier was originally known as the Ann Clemson or Sawyer tract, Ann Clemson being the daughter of John C. Calhoun, famous Southern statesman. A part of this tract, namely the 100 acres adjacent to the present street car station, was purchased about 1890 by several Army officers from Seattle, Washington, and subdivided by them. It was at this time that the subdivision got its name, for the officers

named it after the famous mountain in their home state. This subdivision was laid out on paper only and was allowed to remain dormant for about ten years with no effort being made to develop it.

In 1902, D. M. Nesbit formed a syndicate consisting of Dr. C. A. Wells, Dr. Sigmund C. Czarra, Wallace A. Bartlett, Willard D. Bigelow, and Ira J. Baker, which purchased this 100 acre tract and developed it. In 1904, J. C. Rogers purchased the adjoining tract of 58 acres on the West and named it Roger's Addition to Mt. Rainier. A year later a syndicate consisting of J. Harris Rogers, Willard D. Bigelow, and Edwin D. Spalding purchased and subdivided the Yost tract and named it the Rhode Island Addition to Mount Rainier. Soon after this the Lounsbury tract was purchased by J. C. Rogers and J. Harris Rogers, subdivided, and named "Rhode Island Avenue Second Addition to Mount Rainier" as well as the Edgemont tract which was named "Roger's Second Addition to Mount Rainier".

From 1902 up to the present time Mount Rainier has had a more rapid and steady growth than any other subdivision in Prince George's County. This is proven by the fact that in the year 1902 there were only 15 houses within a half-mile radius of the old station at 34th and Perry Streets and a population of about 50 people. Today in the same area there are about 5000 residents.

The town was given a charter and incorporated in 1910. Robert E. Joyce was elected first mayor in May 1910. At the present time Mount Rainier is built up almost to capacity and is attempting to annex a section of ground near Reeves Station.

Mount Rainier is characterized by a number of very steep and winding streets. An example of this is the intersection of 34th Street with Rhode Island Avenue.

Brentwood

Brentwood originally, prior to subdivision, was in the Sam Crawford Estate. It sprang up about the same time as Mount Rainier, The Brentwood Company subdivision being recorded in 1889. Since that time the major additions have been Brunk's Addition, S. A. Czarra's Addition, the Easterday and Holderman Subdivision and Moyer's Addition. Brentwood was incorporated in 1922.

CAPITAL HEIGHTS

Capital Heights, with an area of approximately 400 acres was, before it was developed, a part of the George Aukum Estate. This land was purchased by Mr. O. B. Zantzinger, now deceased, who was not only the principal developer of this subdivision but also of all the adjoining ones. In 1904 he subdivided this land in a characteristic checker-board fashion having nearly all streets running at right angles to each other, without any regard whatsoever as to topography of the land. Streets were made only 30' wide and lots were consistently 20'x100'. There were in this subdivision about 4500 lots which were sold at prices ranging from \$20 to \$100. The surveyor of the tract was William Latimer, then District Surveyor. Capital Heights has grown until today it is an incorporated town of

about 3000 people.

An interesting feature about the development of Capital Heights is the way in which lots were sold. Mr. Zantzinger used his "dollar down - dollar a month" plan. When this plan was used an "Installment Contract" was drawn up, the principal selling feature of which was, that the purchaser of a lot paid no interest or taxes until completion of payments in full when deed was given. The provisions in the restrictions of deeds were, that there would be no negroes, and that liquor could not be sold. This plan was very successful.

GREATER CAPITAL HEIGHTS

Greater Capital Heights, a tract of 400 acres also formerly of the George Aukum Estate, came into existence in 1909 and was developed in the same way and by the same man as was Capital Heights. It includes 4000 lots but, although the same plan was used as was in Capital Heights, it has not had the same rapid growth.

COTTAGE CITY

The tract of Cottage City originally belonged to the Moyer family. As early as 1888 Highlands, now a part of Cottage City, was subdivided, streets were laid out and trees were planted. Except for a few scattered homes, no serious attempts at building the town was made until 1918 when Mr. C.M.

Lightbown acquired a site and began operations. Since that time, especially just after the World War, Cottage City has developed very rapidly, the town being incorporated in 1923. Lots are generally 45'x100' and streets are 30' wide.

COLMAR MANOR

Colmar Manor, located directly across from Cottage City, was, in the days of the Revolutionary War, owned by a brick contractor, Mr. Samuel Stevy. Along about 1856 Mr. Stevy conveyed the tract to a Washingtonian, Mr. James H. Shreve. In 1879 Mr. Richard A. Shreve, son of James H. Shreve, inherited the property.

Along about 1918, practically the whole tract was disposed of to the J. W. Halloway Company, which Company subdivided it with streets, avenues, and building sites. Streets were named after President Wilson, his cabinet members, and other famous men of the World War period. Streets were 30' wide and lots were made 20'x100'.

Since 1918 there have been four additions to Colmar Manor, namely: Halloway's First Addition, Top Notch, Lenox, and Fanny Moyer Consaul's Addition. Colmar Manor was incorporated in 1927.

CHEVERLY

The greater part of the tract now known as Cheverly was formerly the Sheriff Estate and consisted of about 200 acres. A small section of about 30 acres adjoining the Lan-

ham Road was first developed and named Cheverly Gardens.

Mr. Robert Marshall purchased 200 acres from the Sheriff Estate, four pieces of 10 acres each from the Whipple Estate, an 8 acre tract from the old Alderman place and 30 acres from the old Mills Tract. These different pieces joined together form the present holdings known as Cheverly.

This was the first subdivision in Prince George's County to be laid out with curved streets, special attention being given to making all building sites above street levels wherever possible or practicable.

The growth of Cheverly was rather slow but of a much higher type development than the average. After operating for 10 or 12 years, Mr. Marshall exchanged his interests to Mr. Harry Wardman of Washington, D.C., and three years later, his holdings were sold out by foreclosure proceedings. Mr. Bentley is now managing Cheverly for the present owners.

UNIVERSITY PARK

The tract of land now known as University Park was, prior to its subdivision, the Deakins Farm. The land was acquired by the University Park Company from the Riverdale Realty Corporation in April 1923, who in turn had received it from Elizabeth A. and J.H.R. Deakins in whose family this land had remained for a long time.

University Park has been developed by the University Park Company, a corporation which was organized and existed

under the laws of the State of Delaware. The subdivision was dedicated on May 3, 1926, the original organizers being Harry W. Shepard, E. Quincy Smith, Charles W. Clagett and E. Hilton Jackson. Later officers were elected and the Company which still exists today began developing the subdivision.

The area of land in the original tract was approximately 284 acres and the purchase price as about \$90,000. The surveyor of University Park was David Fleming of Hyattsville, Maryland. All of University Park is now subdivided, but only four sections are recorded. Sizes of lots range from 50'x135' to 50'x150', or on the average contain 7500 square feet. Prices on these lots have ranged from \$800 to \$2000 according to the location and value of the property.

This subdivision was approved by the Washington Suburban Sanitary Commission and is an excellent example of the progress made in land subdivision in Prince Georges' County since their inception in 1922.

The street lay-out and the accuracy of the plats can be sharply contrasted with the adjoining subdivisions, Hyattsville and Riverdale, respectively.

LAWS PASSED GOVERNING LAND SUBDIVISION IN PRINCE
GEORGES' COUNTY, MARYLAND

There have been passed in Maryland since land subdivision in Prince Georges' County began several laws which have affected it.

By an act of the Maryland General Assembly of 1897, any person desiring to subdivide acreage into lots had to file a petition with the Clerk of the Circuit Court, but he was not compelled to record it. For example, the old Palestine Farm property in East Hyattsville, now known as the Town of Edmonston, was formerly owned by Dr. Charles E. Wells, subdivided into lots by T. E. Latimer as surveyor in 1902 and is not even on record at the County Court House at this time. There are at least 10 or 15 such cases not on record in the Court House, and the only person having this information is the present county surveyor, his records going back for more than 70 years.

In 1908 the General Assembly of Maryland passed a law requiring accurate plats to be made and that they be checked by the Judge of the Circuit Court. It was also required that plats be put on record. However, this did not help a great deal to influence the general lay-out of subdivisions, no person apart from the Judge being delegated to supervise the accuracy of stone markers, or general direction of lines until the Washington Sanitary Suburban Sanitary Commission began to function.

In 1922 an act, namely Chapter 118 of the acts of the General Assembly of Maryland was passed, which provided that no plot in Montgomery or Prince Georges' County within the Washington Sanitary Suburban Sanitary Commission district should be recorded by the Clerk of the Circuit Court until it had been approved in writing by the Sanitary Commission. It further provided that the Sanitary Commission should prepare a plan for a

general and permanent system of highways and that every subdivision should conform as closely as practicable to that plan. It also provided that the Sanitary Commission should have the power to establish street grades except on state highways. During the time that the Commission had control over land subdivision they approved 62 plats, 47 being new subdivisions and 15 resubdivisions.

The Maryland National Capital Park and Planning Commission was established by act of the General Assembly of Maryland of 1927 in Chapter 703. They took over the approval of subdivisions, street grades and the preparation of a general plan of a permanent system of highways. Since that time the entire street planning has been under the Park and Planning Commission. The Washington Suburban Sanitary Commission had already prepared a "master plan" which was a large map showing in a general way all main highways within the area of the Sanitary district. The Park and Planning Commission have brought this plan up to date and have revised it to conform with their own ideas.

In the acts of the Maryland General Assembly of 1935 there was passed a law making it unlawful even to divide large lots into two or more parcels of land without the consent of the Park and Planning Commission.

THE PROCEDURE TO BE GONE THROUGH BEFORE A PLAT
CAN BE RECORDED

Today when a man wants to subdivide his land he first goes to the Park and Planning Commission and submits a general plan of what he intends to do. They look on their master plan and determine whether or not, according to their requirements, his plan fits in suitably with theirs. If these conditions are not fulfilled, the property owner is notified of any necessary changes and he alters his plans accordingly. After that he has prepared a formal plan which is submitted to the Washington Suburban Sanitary Commission for its approval. If signed by the Sanitary Commission and then by the Park and Planning Commission it can then be placed on record in Marlboro.

The information for this thesis was obtained from the following sources:

1. An interview with Mr. Samuel Hyatt, descendant of the old Hyatt family of Hyattsville, Maryland.
2. An interview with Mr. Edward Latimer, present County Surveyor of Prince Georges' County, Maryland.
3. An interview with Mr. W. P. Magruder, age 78, of Hyattsville, Maryland.
4. An interview with Prof. M. A. Pyle of College Park, Maryland.
5. An interview with Dr. A. O. Etienne of Berwyn, Maryland.
6. An interview with J. H. Rimmer of University Park, Maryland.
7. An interview with Mr. Harry Hall, ^{Deputy Chief} Assistant Engineer of the Washington Suburban Sanitary Commission.
8. An interview with Mr. Richard Zantzinger of Hyattsville, Maryland.
9. An article on the "History of Colmar Manor", written by John S. White, former Mayor of Colmar Manor, in "The Directory", a booklet published in 1926 by the Cottage City Fire Department.
10. An article on the "History of Cottage City", written by Frank H. Spencer for publication in "The Directory", a booklet published in 1926 by the Cottage City Fire Dept.

11. An article "The History of Mount Rainier", in a booklet, "The Program for the Celebration of the Completion of Rhode Island Avenue", compiled and published by the Mayor and Common Council of Mount Rainier, Maryland.